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ALBANIAN CONSTRUCTION WORK PROGRESSING

HARNESSING THE MAT RIVER FOR ALBANIAN POWER -- Moscow, Izvestiya, 10 Jan 53

The Mat is a swift mountain river. In winter, it overflows its banks and inundates the peasants' crops in the valleys. In summer, on the other hand, it is fordable almost anywhere. In spring 1952, in accordance with the Five-Year Plan, geologists, topographers, and hydraulic and other engineers measured the watercourse and river-bed and determined the best location for a proposed dam. Construction of the hydroelectric station [now called Enver Power Station] was begun near the village of Ulze, Durres Rreth. The dam, 60 meters high and 200 meters long, will form an artificial reservoir covering 20 square kilometers.

While scientists carried on research work, thousands of young volunteers, men and women, began building workers' quarters. Forty-two kilometers of road had to be laid through rock in difficult mountainous terrain. One of the most difficult pieces of construction work was in the Skopje Rreth where the famous Mountain Eagle Brigade worked. There, the Mat River is cramped between two precipitous rocks 130 meters high. On one side of this gorge, the road has to run at a height of 70 meters above the river level.

Blasting was still going on in spring 1952; people were working on precipitous slopes. Tied by strong ropes attached to trees or rocks, they blasted the road meter by meter to build a narrow path for use of the road builders in construction work. On 16 October 1952, the so-called Road of Light (Drijta) was opened. The Mat River Hydroelectric Station is expected to be in operation in 3 years. -- Il'ya Kopalin, Stalin Prize Laureate

PETROLEUM REFINERY AT CERRIK -- Burgas, Chernomorski Front, 20 May 53

The petroleum refinery at Cerrik is one of the greatest construction projects of the Albanian Five-Year Plan.

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At the beginning of 1952, a huge building had been constructed as temporary living quarters for workers and specialists. Clubs, moving picture houses, and courses for specialists were soon established. The new workers' village now has 1,000 apartments, schools, houses of culture, and other national buildings. It has its own stadium. Streets and gardens have been laid out. The industrial zone covers 120 hectares, which will include the petroleum refinery, a metal tank-car factory, the steam-heat and electric power plant, machine-repair and service workshops, a laboratory for chemical analysis, a modern foundry, equipment and installations, and some 86 other projects. This industrial center will be connected with Durres, Tirana, and Elbasan by the 7-kilometer-long Paper-Cerrik railroad line.

Building work continued through November and December 1952. Foundations were built for the laboratory, central storehouses, pumping station, water reservoirs, and the metal tank-car factory.

The Soviet Kulikov and Levchenko-Mukhanov methods have been successfully applied. Some 350 workers have gained the title of leading workers, while 40 have earned that of Stakhanovite. Many workers have become specialists.

#### DURRES BECOMES A GREAT ADRIATIC SEAPORT -- Moscow, Pravda, 22 Dec 52

Durres has become a great Adriatic seaport. An uninterrupted stream of freight is entering the port for the new constructions included in the Five-Year Plan.

From Polish ports, the Kosciusko, Batory, and Levanti steamships bring locomotives, railroad cars, motor trucks, and passenger cars from Czechoslovakia and the German Democratic Republic. Bulgarian and Rumanian steamers bring cement, paper, petroleum products, cranes, and electrical equipment.

The Soviet steamships Chatur, Kuban, Kotovskiy, and Voroshilov carry tractors and combines, industrial equipment, selected seeds, textiles, and food products.

In its day, Tito's Yugoslavia arrogantly robbed Albania. It stole from the port of Durres, among other property, a floating crane with a lifting capacity of 70 tons, a tug, and a schooner, as well as the Albanian steamer Borova. The Yugoslavs were trying to wreck Durres.

With the aid of the USSR, the Albanian government has largely restored the port. It has provided new cranes and winches and built new wharves and other equipment. The new V. I. Lenin Hydroelectric Station supplies Durres with electricity. Small dockyards for coastal vessels were restored and new ones are under construction. All these activities have greatly increased the freight turnover of the port. Its full reconstruction and mechanization are envisaged in the Five-Year Plan.

#### MODERNIZATION OF DURRES HARBOR -- Vienna, Verkehr, 10 Jan 53

According to a report from Moscow, the Albanian harbor of Durres is being made into a large and modern port with the help of the USSR. It has already been completely rebuilt, and new wharves and warehouses have been erected. A new power plant was recently completed to supply the port with electricity. The shipyard at the harbor was also modernized and is already building small coastal ships.

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